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SOURCE Gudok.

MAY RR PLAN EXCEEDED;
OKRUG OPERATIONS CRITICIZED

NETWORK TOPS MAY PLAN -- Gudok, No 67, 4 Jun 50

During May the railroad network as a whole and many railroad systems exceeded the state plan for freight hauling. Also, 43 railroad systems' completed and exceeded the state plan for carloadings.

The June technical plan for the operation of the railroad network calls for an increase in the transfer of railroad cars between railroad systems on many of the more important main lines, establishing a correspondence between the railroad car inventory and the volume of carrying effected, and the unconditional completion of the norm for freight car turnaround time by each railroad system. The operators of the railroad system have been directed to work out organizational and technical measures to make up the losses in freight car turnaround time so as to complete the assignment for the first half year.

OKRUG ENTERPRISE CONTROL TERMED POOR -- Gudok, No 50, 26 Apr 50

Although the railroad okrugs have been existing for 4 years, the activity of the industrial enterprises under their supervision is still planned directly by the branch administrations of the Ministry of Transportation, even without the consent of the okrugs. As a result of this situation, separate indexes often do not coincide with all-okrug plans, and cause confusion, delays in operations, and disruption of financing. Such was the case in 1948 and 1949, and the same thing has happened now in 1950.

The Administration of Railroad Car Repair Plants gave each plant its basic 1950 indexes in December, but after the plants had worked out their industrial finance plans, the administration, on 19 February, suddenly raised the program of the Novorossiysk Plant by 2.5 million rubles and lowered the plans for the Ordzhonikidze and Baku plants.

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Large discrepancies have been discovered in the plans for the car-modernization plan received by the okrug both from the Administration of Railroad Car Repair Plants and from the Main Railroad Car Administration of the Ministry of Transportation. -- Letter to Gudok from an engineer with the administration of the Caucasus Railroad Okrug.

VOLGA OKRUG REPORTS ON OPERATIONS -- Gudok, No 66, 2 Jun 50

At a recent meeting of production and management personnel of the Volga Railroad Okrug it was reported that the railroad systems of the okrug completed the 1949 carloading plan 106.4 percent and the plan for freight hauling 102.8 percent. Also, the volume of carloading in April and May of 1950 was considerably higher than the assignment. Some stations and depots have become profitable.

However, as Salambekov, head of the okrug, noted in his speech, the basic qualitative indexes are not being met. During the first 4 months of 1950 freight car turnaround time was decelerated by 40.8 hours against the norm. The Freight-car utilization by the Ryazan'-Ural, Kuybyshev, and Kazan' railroad systems, where freight car turnaround time has been decelerated by 43 hours, is exceptionally unsatisfactory. Locomotive utilization on the railroad systems of the okrug is also unsatisfactory. During 1949 locomotives spent 1.3 million hours in unproductive layovers and in the first quarter of 1950, 35.6 percent of the total working time.

Salambekov stated further that during 1949 the okrug lost 58 million rubles through the increase in the cost of freight hauling, and of this sum, 15 million rubles were lost through unproductive locomotive runs. Delays in delivering freight resulted in losses of 45 million rubles. Losses from failure to safeguard freight were very great. All these losses caused the okrug to finish the year with a deficit of 53 million rubles.

Salambekov failed to give any reasons for the failure to complete the qualitative indexes and the failure to observe the schedule for train traffic.

URAL-SIBERIAN OKRUG ADMINISTRATION CRITICIZED -- Gudok, No 68, 7 Jun 50

At a meeting in Sverdlovsk of production and management personnel of the Ural-Siberian Railroad Okrug, Yegorov, head of the okrug, reported that in comparison with 1948 and 1940 the railroad systems of the okrug have increased the volume of freight hauling considerably and in 1949 accelerated freight car turnaround time by 4 hours against the norm.

Other persons reporting to the meeting, however, noted that the volume and especially the quality of the work of the railroad systems of the okrug remain much lower than the real possibilities. The leaders of the okrug and of some railroad systems have not managed to make full use of the facilities and have permitted some reduction of the tempo of operations this year. During the first quarter and especially in April freight-car turnaround time was decelerated because of shortcomings in the organization of operations and violations of the traffic schedule, especially on the South Ural and Sverdlovsk railroad systems. Some managers have weakened the struggle for even loading and freight and train work. The Perm' System, for instance, during the first half of the day executed less than a quarter of the day's carloadings assignment.

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Some locomotive workers criticized the okrug for failure to develop the movement for 500-kilometer average daily locomotive runs, for failure to take steps to eliminate excessive car and locomotive layovers in repair, for failure to maintain discipline, and for failure to follow the principles of one-man leadership. The political sections of some of the divisions of the okrug's systems drew fire for relaxing the pace of political work.

The okrug also drew criticisms for its bureaucratic attitude. During 1949 and the first quarter of 1950 the head of the Sinarskaya division received various directives by mail and telegraph: 3,311 from the Ministry of Transportation; 2,256 from the okrug; and 18,964 from the administration of the South Ural System. The head of the division was required to render 16 written reports on each day's accomplishments.

MEETING BARES CAUCASUS OKRUG'S PROBLEMS -- Gudok, No 69, 9 Jun 50

At a recent meeting in Rostov-on-Don of production and management personnel of the railroad systems of the Caucasus Railroad Okrug. Arutyunov, head of the okrug, reported that all railroad systems of the okrug completed the 1949 state carloadings plan, and the assignment for average speed excluding stops was exceeded.

However, as a result of the unsatisfactory utilization of reserves, Arutyunov continued, railroad car turnaround time was increased by 1.15 days. The movement for average daily locomotive runs of 500-kilometers has not become widespread on the systems of the okrug, and in this the administrators of the okrug and the systems are at fault.

In the first quarter of 1950 the systems operated with large interruptions. They entered the winter with increased railroad car inventories, and a large part of the excess rolling stock was occupied with local freight. The excess of cars and the poor organization of snow clearing in stations caused mass delays of trains on the approaches to stations.

Arutyunov touched on shortcomings in operations. The traffic schedule is poorly carried out on some systems. During the winter there were attempts to blame this on the weather, but in April the schedule was also unsatisfactorily completed. The reason is the weakening of discipline, primarily among management personnel, as shown by the fact that 30 percent of all violations of the schedule are the result of delays of trains at closed signals.

Other speakers at the meeting criticized the lack of attention given by the okrug's administrators to the movement for 500-kilometer daily locomotive runs; the failure of the okrug to render the necessary aid to the lower operational units; the losses suffered during the winter through the fault of the managers of the okrug and the railroad systems; failures to maintain schedules; and the failure on the part of the Rostov Construction Administration and the Administration of Material and Technical Supply of the okrug in regard to construction.

CENTRAL OKRUG EXCEEDS PREWAR LEVEL -- Gudok, No 41, 5 Apr 50

Railroad systems of the Central Okrug considerably exceeded the prewar level of carloadings in 1949 and have increased it by 10-15 percent in 1950.

YAROSLAVL' SYSTEM IMPROVES LOADING -- Gudok, No 64, 28 May 50

In one year the Yaroslavl' Railroad System has dispatched more than 58,000 tons of various freights above the technical norms, and in this manner freed 3,247 freight cars.

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